Please rewrite the paragraph bridging pages 6 and 7 to read as follows:

a2

The ratio Ec/Ep of the charging power Ep and the stored power Ec, that is to say, the charging ratio is 50% from Equations (1) and (2). Since the condenser is not a fixed voltage device such as a secondary battery, when charged by a fixed voltage, half the charging current is lost as heat due to resistance components between the condenser and the battery. In contrast, the switching converter 23 in the present embodiment controls the charging current to the condenser 21 to a fixed current output. As a result, even when charging is performed with a large current generated by the electrical motor 10 during regeneration of braking energy, a high charging efficiency of greater than or equal to 90% is obtained and it is possible to increase fuel economy performance by regeneration of braking energy.

Please rewrite the Abstract, appearing on page 11, to read as follows:

a3

ABSTRACT

In a hybrid drive device which drives an electrical motor with electrical power from a storage device and/or from a generator driven by an engine, a secondary battery is generally used as the storage device. However, the storage device must be replaced at fixed intervals due to a short battery life. In addition, the low charging/discharging efficiency of a secondary battery limits improvements in fuel economy of the drive device. The present invention avoids these shortcomings by providing a storage device that includes a condenser bank with a plurality of condenser cells connected in series, parallel monitors which are connected in parallel to each condenser cell and which bypasses the charging current when the respective terminal voltages exceed a fixed value, and a switching converter with fixed current output characteristics which controls the charging electrical power to the condenser bank. This arrangement allows the present invention to realize improvements in fuel economy and reductions in the running costs of a hybrid drive device.